

## **Executive Summary**

## EXECUTIVE SUMMARY

### 1.0 INTRODUCTION

This summary provides a brief synopsis of the project description, the results of the environmental analysis and project alternatives considered in this Master Environmental Impact Report (EIR). While it provides a general overview, by necessity, this summary does not contain the extensive background and analysis found in the document. Therefore, the reader should review the entire document to fully understand the project and its environmental consequences.

### 2.0 PROJECT DESCRIPTION

The proposed project is the comprehensive update of the City of Lemon Grove's General Plan that was originally prepared in 1980. The General Plan establishes strategies to achieve community goals pertaining to development, circulation patterns, aesthetics, public safety, open space and other civic matters.

#### 2.1 General Plan Overview

Based on the community's "Vision for the Future", the primary objectives of the proposed General Plan are as follows:

- Sustain the small town feeling, beauty and heritage;
- Enrich the urban and cultural amenities;
- Provide opportunities for all people to enjoy personal growth and participate in community life;
- Preserve and enhance established neighborhoods; and
- Assure that the business community prospers and new businesses join and contribute to community life.

The proposed General Plan is organized into seven chapters, or elements. Each element is interrelated with the others. Together, the elements establish guidelines to achieve the aforementioned community objectives. The elements are briefly described below.

#### A. Community Development Element

The Community Development Element addresses future land use and economic development as well as community design and aesthetics. A major focus of the Element consists of the Land Use Plan that shows where and what kind of development will occur in the future. The development policies and Land Use Plan are the primary subject of this Master EIR analysis. Major features of the proposed Land Use Plan include:

- A downtown village with a mix of retail, office and residential uses in a pedestrian setting;
- A mix of residential and neighborhood commercial uses across from the Massachusetts Street trolley station;
- Preservation of the Central Avenue neighborhoods by changing the land use designation from multiple-family to single-family residential development;
- Continued development of freeway-oriented, regional commercial centers;
- A new neighborhood commercial center in the southern portion of the City; and
- A civic center that would provide a potential center for a City hall, library, park, museum, community meeting facilities, and/or fire and law enforcement stations.

#### B. Mobility Element

The Mobility Element deals with the movement or transport of people and goods throughout the City and access to the outlying region. Policies and plans pertaining to a variety of transportation modes are established, including driving, trolley and bus service, bicycling, and walking. The proposed Roadway Circulation Plan identifies an hierarchical roadway system to efficiently move cars through the City based on projected future traffic volumes. The proposed Land Use Plan and Roadway Circulation Plan are closely linked.

#### C. Housing Element

Policies and programs to ensure the provision of housing for all economic segments of the community are provided in the Housing Element. The Element was revised in 1992, and State law does not require an update until 1997. Since the Housing Element has already been adopted, it is not addressed in the Master EIR analysis.

#### D. Public Facilities Element

The Public Facilities Element addresses utilities (water, sewer, power, solid waste collection and communications) and public services (fire protection, law enforcement, emergency medical services, schools and library). The policies and plans in the Public Facilities Element ensure that infrastructure and services are adequate to meet the current and future needs of the community.

#### E. Safety Element

Minimizing public safety threats and property damage is the intent of the Safety Element. Policies and plans in the Element address a range of potential hazards including geologic hazards, fire, hazardous materials and crime. Emergency preparedness is also covered in the Safety Element.

## F. Noise Element

The Noise Element contains policies and plans to preserve the quiet environment enjoyed by residents. The Element forecasts future noise from transportation sources, such as the SR-94 freeway, the planned State Route 125 (SR-125) freeway and local traffic and establishes methods to avoid or limit noise impacts on land uses considered sensitive to noise. The Noise Element retains the maximum outdoor and indoor noise level limits for residential areas that was included in the 1980 General Plan.

## G. Conservation and Recreation Element

The Conservation and Recreation Element sets forth the City's plan to protect local environmental quality and history, enhance open space resources, and provide parks and other recreational opportunities. Conservation policies and plans cover cultural resources, fossils, remaining natural biological habitat, solid waste management, water and energy conservation, clean air and water, open spaces, parks and recreational facilities. The Element particularly emphasizes preservation of historic resources and traditions.

### **2.2 General Plan Implementation Manual**

Each element establishes objectives and policies pertaining to the subject area, and a plan to achieve the objectives and policies concludes each element. Specific action programs to achieve all of the General Plan objectives, policies and plans, as well as implementation schedule and funding sources are included in the General Plan Implementation Manual. While a separate document from the General Plan and Master EIR, the Implementation Manual is directly tied to this Master EIR. Where potentially significant environmental impacts are identified in the Master EIR analysis, mitigation measures are required to reduce the impact to acceptable levels. The Master EIR mitigation measures contained in Section 4.0 are comprised of applicable General Plan Implementation Manual programs. In the Implementation Manual the programs required as Master EIR mitigation measures are also distinguished.

### **2.3 Plan-wide Proposed Development Potential**

The following summarizes the main features of the proposed Land Use Plan by land use category:

**Residential.** The proposed Land Use Plan would decrease the acreage assigned to single-family dwelling units by 80.6 acres, and would result in decrease of 8 single-family residential units. The primary residential change would be in areas designated for multi-family use. The proposed plan would allow an increase of 106.7 acres of multi-family-designated property within the City, which would result in a net increase of 678 multi-family units. The single-family and multi-family designation would generate a net increase of 670 units and a population increase of 1,826 persons.

**Mixed Use.** The City currently has no designated mixed-use development areas, however some mixed-use developments have evolved in isolated areas. This designation would allow a mix of retail, office, apartment and condominium development. The mixed-use concept is primarily to encourage increased transit use and would provide a residential population to help support local commercial uses. The proposed Land Use Plan would designate 27.6 acres within the City for mixed-use development. This designation would add 551 dwelling units and 1,526 additional residents.

**Commercial/Business.** The proposed Land Use Plan would eliminate 22.2 acres of commercial/office and add 0.6 acre of industrial use.

**Public/Civic.** The proposed Land Use Plan would reduce the City-wide acreage of Public-Institutional use by approximately three acres. The acreage proposed for Parks/Recreation would increase by approximately ten acres. Also included in this land use category would be transportation-related use. The proposed Land Use Plan would increase the acreage designated for transportation use, which is primarily associated with future SR-125.

**Agriculture.** There are currently approximately 12 acres devoted to agriculture or agricultural business within the City limits. The proposed Land Use Plan would eliminate this use and replace it with the transportation designation, as it would be entirely within the proposed right-of-way for SR-125.

**Undeveloped.** There is currently approximately 65 acres of undeveloped property within the City limits. The proposed Land Use Plan assumes that all of the City would be developed.

## 2.4 Special Treatment Areas

Since the City is almost entirely built out, subsequent projects would primarily consist of infill development or redevelopment. Areas warranting special planning attention in addition to areas with significant development or redevelopment potential are designated as Special Treatment Areas. The proposed Land Use Plan designates seven STAs which are briefly described below:

**Downtown Village (STA I).** The Downtown Village STA contains the traditional downtown commercial district located around the intersection of Broadway and Lemon Grove Avenue. A mix of retail and office uses presently dominate the STA, but some multiple-family residences also occur. Other important features include the downtown trolley station, City Hall and Fireman's Park. The Downtown Village STA is planned for a lively mix of retail, office, condominium and apartment development supported by a variety of transportation options.

**Massachusetts Station (STA II).** The Massachusetts Station STA encompasses the existing commercial site across from the Massachusetts Avenue trolley station. Redevelopment of the site with a mix of residential and neighborhood commercial is planned to achieve two primary goals:

- 1) increase the number of residents that can walk to the trolley station and use the trolley to commute, and 2) establish neighborhood shopping opportunities to reduce driving and encourage walking and bicycling.

***Regional Commercial (STA III).*** STA III is intended for redevelopment of the area north of Broadway, between Buena Vista and Massachusetts Avenues, with large retail businesses to attract regional shoppers and optimize visibility from the freeway. Uses within this STA would serve both local residents and attract shoppers from adjacent communities. This STA is part of the City's Redevelopment Project Area.

***West Central Residential (STA IV).*** The land within the West Central Residential STA was originally designated as future right-of-way for the College Avenue extension project. The City abandoned the project and designated the right-of-way area for residential development, similar to nearby land use patterns. With the exception of this STA, the right-of-way areas have since been developed or are subject to approved development plans. This STA is intended for new, low density residential development consistent with the neighboring community to the southwest.

***Federal Boulevard Automobile Sales District (STA V).*** The Federal Boulevard Automobile Sales District STA supports car dealerships and automotive services and shops. The highly visible freeway location contributes to the dealerships' success, which in turn yields tax revenue for local public services and infrastructure improvements. STA V is intended for a continuation of the freeway-oriented automobile sales district at the eastern end of Federal Boulevard.

***Skyline Commercial Center (STA VI).*** The Skyline Commercial Center STA is located in the southern portion of the City. This STA includes several small existing commercial properties but the majority of the STA consists of a sizable church facility (Skyline Wesleyan Church). STA VI is intended for a neighborhood commercial center.

***Troy Street/SR-125 Planning Area (STA VII).*** The Troy Street/SR-125 Planning Area lies in the eastern portion of the City, at the eastern terminus of Palm Avenue and Troy Street. Caltrans plans to construct the SR-125 freeway generally in the vicinity of Sweetwater Road. The City's Freeway Agreement with Caltrans does not provide for the construction of on- or off-ramp connections to SR-125 at Troy Street. Even though the City does not believe that on- and off-ramps are warranted at present, it acknowledges that the community's traffic circulation needs can change over a period of time. Therefore, the City will work with Caltrans, area property owners, and other interested groups and agencies to monitor the relationship between SR-125 and the City's system of streets. The purpose of the STA is to alert property owners to the fact that future conditions could justify the construction of on- and off-ramps at Troy Street and SR-125.

## 2.5 Other Development/Land Use Changes

In addition to the STAs, other land use changes and development are identified in the proposed Land Use Plan, as discussed below:

***Central Avenue.*** The existing 1980 General Plan designates most of the Central Avenue neighborhoods for multiple-family development (Medium Density and Medium/High Density Residential). The proposed General Plan re-designates stable single-family areas to Low/Medium Density Residential, restricting any new apartment or condominium development. This policy change would not result in a physical change, and therefore is only discussed in the plan-to-plan analysis contained in Alternative 7.3, Existing General Plan Alternative.

***Multiple-Family Residential Development.*** The proposed Land Use Plan identifies sites for new condominium and apartment development. The City would particularly focus new multiple-family residential development within STAs I and II, which are both planned as mixed-use areas. In addition to STAs I and II (discussed previously), seven other emerging multiple-family neighborhoods are designated as Medium Density Residential and Medium-High Density Residential in the proposed Land Use Plan.

***Industrial and Commercial Areas.*** The proposed Land Use Plan encourages continued revitalization and redevelopment in the industrial area on Federal Boulevard, commercial areas on Broadway not encompassed by an STA, and commercial areas near Broadway.

***Skyline Neighborhood Commercial Area.*** A small commercial area presently occurs on the west side of Skyline Drive, in the middle of the block bounded by Dayton and Canton Drives. A mix of converted single-family homes and older commercial buildings are surrounded by single-family neighborhoods. The proposed Land Use Plan would revert the commercial area back to single-family housing, compatible with the dominant land use pattern.

***Civic Center Concept Area.*** The proposed Land Use Plan includes a long-range plan to develop a civic center in the heart of the community, which would provide a focus area for public facilities such as a city hall, library, museum, community center, meeting facilities, law enforcement station, performance space, plaza and/or park. The concept area lies along Lemon Grove Avenue in the area of the existing City Hall and fire station, and comprises the southern portion of the downtown village.

## 3.0 ENVIRONMENTAL ANALYSIS

This Master EIR contains an environmental analysis of the Lemon Grove General Plan. As a Master EIR, the document is intended to serve two primary purposes. First, the document identifies the environmental effects and mitigation measures associated with the proposed update of the City of Lemon Grove's General Plan. Secondly, the document is intended to reduce the

environmental review required as subsequent development occurs. Subsequent development projects may rely on this Master EIR for five years following certification.

Since the Master EIR is intended to apply to subsequent projects, the basis for analysis of impacts is the conditions as they exist at the time this EIR is prepared. This frame of reference is often referred to as "plan-to-ground" analysis and is the subject of Section 4.0 of this EIR. The discussion of the "No Project" alternative in Section 10.0 compares the environmental effects of buildup under the proposed General Plan with the effects which would occur with buildup under the existing General Plan. As such, the analysis of the No Project alternative represents a "plan-to-plan" analysis.

Table S-1 summarizes the potentially significant direct/indirect environmental impacts, indicates the significance of the impact and whether the impact would be reduced to below a level of significance with implementation of proposed mitigation. Table S-1 also provides a summary of the proposed mitigation measures by major issue, as analyzed in Section 4.0 of this EIR. Please refer to this section for the specific mitigation language.

All issues identified in the Initial Study were determined to be potentially significant. No environmental issues addressed in this EIR were determined not to be significant.

Table S-2 summarizes the significant cumulative impacts that would result from the proposed General Plan. Cumulative impacts were not determined to be significant for the issues of land use, transportation/circulation, aesthetics/light and glare, noise, hydrology/water quality, geology, biology, cultural and paleontological resources.

#### 4.0 PROJECT ALTERNATIVES

Alternatives to the proposed project are evaluated in Section 7.0 of this EIR in terms of their ability to meet the primary objectives and eliminate or further reduce the significant environmental effects of the proposed project. Based on these two parameters, four alternatives are considered: 1) No Development Alternative, 2) Existing General Plan Alternative (No Project), 3) No Mixed-use Alternative; and 4) Increased Density in East Central Avenue Planning Area Alternative.

The following provides brief descriptions of each of the alternatives evaluated in this EIR. Table S-3 summarizes the conclusions relative to impacts for each of the alternatives for each environmental issue addressed in this EIR. Table S-3 indicates whether the alternative would have similar significant impacts, reduced/eliminated impacts or more significant impacts as compared to the proposed General Plan.

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<b>Land Use (Section 4.1)</b>	<p>New right-of-way to accommodate roadway improvements included in the Roadway Circulation Plan must be acquired to fully improve the roadways, requiring the acquisition of private property and loss of portions of some front yards.</p> <p>In some cases, the land use categories and the distribution of uses set forth in the proposed Land Use Plan would vary from the existing zones established in the Zoning Ordinance and Map. Therefore, the proposed General Plan Land Use Plan and the Zoning Ordinance and Map will be inconsistent.</p> <p>The planned development in STA I reflects the historic use of the area as the downtown, but the intensity of development and the extent of residences would increase. The land use pattern within the Broadway commercial corridor may be disrupted by larger, newer buildings, and the new development could diminish the small town character. Within the village, residents could be impacted by noise and activity generated by the retail establishments.</p> <p>Single-family neighborhoods located to the north and west of STA II may be impacted by future operations of the planned mixed-use center. The residents are presently buffered from the commercial site by a graded slope. Future buildings would probably be higher than the present buildings, thereby reducing the buffering effect of the graded slope. Noise, lighting and traffic may disrupt the residences.</p>	<p>All development projects shall conform to the Land Use Plan and other relevant goals, objectives and policies established in the various General Plan elements. Amendments to the General Plan Land Use Plan shall be discouraged.</p> <p>The Zoning Ordinance and corresponding Zoning Map shall be updated to reflect the Land Use Plan and goals, objectives and policies contained in the Community Development Element and to address any future amendments to the General Plan.</p> <p>New development shall positively contribute to enhanced community aesthetics throughout the City by providing appropriate site planning, pleasing architecture, landscaping, signs, lighting and other amenities. The Zoning Ordinance shall be revised to establish minimum design standards for all land use types. A design review process shall be established to enhance the appearance of the community.</p> <p>Property owners shall be fairly compensated for property acquired for the street improvements identified in the Mobility Element. Affected property owners and the City shall identify aesthetic impacts resulting in removal of landscape features and establish a plan to offset the impact.</p> <p>A specific plan shall be prepared for STA I that includes the following components:</p> <ul style="list-style-type: none"> <li>• Development regulations to implement the mixed land use concept;</li> <li>• Incentive programs to assist businesses in redevelopment;</li> <li>• Entertainment uses;</li> <li>• The existing civic facilities and park as well as the future civic center as critical village components;</li> <li>• A village marketing program;</li> <li>• Plans for local and regional activities, such as parades, farmers markets and festivals;</li> <li>• Locations for enhanced pedestrian access and crossings in addition to bicycle facilities;</li> </ul>
	<p>The planned development in STA III would consist of large retail facilities that are greater in size and scale than the traditional development along Broadway. Thus, the future land use pattern and activity within the Broadway commercial corridor could be inconsistent with existing development along Broadway.</p> <p>The new development planned for STA IV may be constructed using modern architectural styles that deviate from the overall community</p>	<ul style="list-style-type: none"> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> <li>•</li> </ul>

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character. Development of the new residential units could deviate from the existing aesthetic qualities of the area.	<ul style="list-style-type: none"> <li>Required parking needs to accommodate the increased development;</li> <li>Provisions for appropriate relocation assistance for residents and business owners who are involuntarily displaced by public land acquisitions;</li> </ul>	
The operation of the commercial center in STA VI could adversely affect nearby residents. Traffic, lighting and noise may interfere with adjacent residential activities, and the change in development may alter the community character.	<ul style="list-style-type: none"> <li>Architectural, landscape, signage and lighting guidelines;</li> <li>Pedestrian amenities;</li> </ul>	
Potential land use impacts could result from changes in community character and nuisances experienced by residents surrounding the multiple-family residential development areas. Nuisances could include increased noise and traffic. Furthermore, introducing new architectural styles and greater building masses could adversely impact the prevailing community character.	<ul style="list-style-type: none"> <li>Requirements for an automobile traffic study and pedestrian movement plan that minimizes conflicts with automobiles, encourages transit use, and includes pedestrian crossings;</li> <li>Enhancement of village entry points and edges;</li> <li>Analysis of the appearance and traffic movement at the intersections of Lemon Grove Avenue, North Avenue and the SR-94 freeway; and</li> </ul>	
New industrial and commercial facilities may disrupt the overall character of the districts.	<ul style="list-style-type: none"> <li>A design review process for architectural design and plan implementation.</li> </ul>	
Depending on the design and architecture, the new residential development proposed for the Skyline neighborhood commercial area may detract from the character of the older, traditional neighborhoods.	<ul style="list-style-type: none"> <li>A specific plan shall be prepared for STA II to address the following policies:</li> </ul>	
Residential neighborhoods near to the Civic Center Concept Area could be impacted by the noise, traffic, parking and activity related to the civic center. If the scale and architecture contrasts with the traditional community architecture or downtown village design themes, the civic center may diminish the small town character of the surrounding areas.	<ul style="list-style-type: none"> <li>Development within STA II shall relate to the trolley station through design, access, landscaping, architectural theme and/or signage;</li> <li>The residential component shall not exceed the density established by the underlying land use category;</li> <li>The neighborhood commercial component shall consist of stores and services serving the daily needs of the surrounding neighborhoods.</li> </ul>	
	<ul style="list-style-type: none"> <li>Building heights shall not exceed the elevations of the adjacent residences;</li> <li>Developers shall be encouraged to reduce site elevations to the approximate elevation of Main Street;</li> <li>Improvements to automobile safety shall be recommended at the Massachusetts Avenue/Lemon Grove Avenue intersection;</li> <li>Options to enhance pedestrian crossing from the STA to the Massachusetts trolley station shall be studied;</li> <li>The site plan, building sizes, residential densities, design concepts, grading plan, infrastructure improvements and landscaping included in the specific plan shall reflect the above requirements; and</li> <li>Housing assistance through the Community Development Agency's Low/Moderate Income Housing Set-Aside Fund shall be considered.</li> </ul>	

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<p>For STA III, Regional Commercial, the City shall ensure that future development conforms to the following policies:</p> <ul style="list-style-type: none"> <li>• New development shall exclusively consist of large-lot retail uses, on parcels comprising at least one block or having a minimum area of three acres;</li> <li>• Retail uses must serve local residents and attract regional shoppers;</li> <li>• Architecture, site design and landscaping must enhance the surrounding area and Broadway commercial corridor;</li> <li>• Large retail stores should be visible from SR-94 without diminishing the visual image of the City from the freeway.</li> <li>• The redevelopment process can be used to assist projects with significant community benefits; and</li> <li>• Residents and businesses who are involuntarily displaced by public land acquisitions must receive appropriate relocation assistance.</li> </ul>	<p>For STA IV, West Central Residential, the City shall require preparation of a master plan addressing the following policies:</p> <ul style="list-style-type: none"> <li>• The density of residential development shall be consistent with the Land Use Plan in the Community Development Element;</li> <li>• The ravine and buffer shall be designated as open space;</li> <li>• Sensitive grading techniques shall be employed to preserve the visual character of the topography;</li> <li>• Architecture, lot layout and building materials must be compatible with surrounding residential neighborhoods;</li> <li>• The site plan, design concepts, grading plan, infrastructure improvements and landscaping shall reflect the above policies.</li> </ul>	<p>REVISED TEXT: See Section 11.0, Response to Comment 14</p>
<p>For STA VI, Skyline Commercial Center, a specific plan shall be required that includes the following policies:</p> <ul style="list-style-type: none"> <li>• Redevelop this STA as a community commercial center with stores and services serving the daily needs of the surrounding neighborhoods;</li> <li>• Consolidate the lots within this STA as necessary for the commercial center;</li> </ul>		

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	<ul style="list-style-type: none"> <li>• Minimize traffic, noise and aesthetic impacts to the surrounding neighborhoods;</li> <li>• Buffer adjacent single-family homes with landscaping and walls; and</li> <li>• The site plan, building sizes, design concepts, grading plan, infrastructure improvements and landscaping shall reflect the above policies.</li> </ul>	
	<p>New development shall be integrated with the surrounding neighborhood through the use of the traditional architectural and site designs found in Lemon Grove.</p>	
	<p>Future residential development within the existing Skyline neighborhood commercial area shall be compatible with the architecture and scale of the surrounding neighborhood. Consider assisting redevelopment with the Low/Mod Income Housing Set-Aside Fund.</p>	
	<p>Future projects shall provide quality housing opportunities and uplift the aesthetics of surrounding areas by conforming to the following policies:</p>	<ul style="list-style-type: none"> <li>• New condominiums and apartments shall positively contribute to surrounding neighborhoods through architecture that reflects the traditional characteristics of nearby residences;</li> <li>• Landscaping shall be incorporated to blend new development with the surrounding area and soften the appearance of new development;</li> <li>• The scale of new development shall not overwhelm the surrounding area;</li> <li>• Acceptable noise levels shall be achieved through the use of appropriate attenuation devices; and</li> <li>• Safe and pleasant play areas for children shall either be required on the premises or within short, safe walking distances.</li> </ul>
		<p>Consider the following points in planning the civic center:</p> <ul style="list-style-type: none"> <li>• The civic center should include the City Hall, library, museum, public performance space, law enforcement station, recreation center, meeting space for community groups, and/or an open plaza or park;</li> </ul>

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<ul style="list-style-type: none"> <li>• The civic center should serve as a critical anchor to the downtown village, and the architecture should be compatible with the village design themes;</li> <li>• The civic center must be accessible to all residents;</li> <li>• Use art to enrich the facility;</li> <li>• Study potential funding mechanisms; and</li> <li>• Minimize potential noise and other nuisances to adjacent uses, and incorporate adequate parking facilities.</li> </ul>	<p><b>Transportation/Circulation (Section 4.2)</b></p> <p>The following roadway segments are projected to operate at an unacceptable level of service: Broadway - College Avenue/SR-94 ramps to Massachusetts Avenue (LOS E), Federal Boulevard - Central Avenue to College Avenue (LOS E), and Buena Vista Street - Lemon Avenue to Broadway (LOS E). Peak period congestion will potentially impact major intersections along Broadway, particularly in the Regional Commercial STA III between Massachusetts Avenue and Buena Vista Avenue and the Downtown Village STA I to the east. The proposed General Plan will result in an increase in traffic volumes along Broadway and on Massachusetts Avenue north of Broadway. This increase in traffic activity will aggravate existing congestions at the Massachusetts Avenue/SR-94 interchange and the Lemon Grove Avenue/SR-94 intersection.</p> <p>Increased use of transit will significantly increase the demand for more comfortable waiting space for existing and future bus patrons at major bus stops.</p>	<p>Transportation/Circulation = SM Parking = SNM</p> <p>Roadway improvements shall be implemented in conformance with the policies and direction provided by the City's Mobility Element. Improvement priorities shall focus on correcting current deficiencies and ensuring adequate roadway capacity for buildout of the City. Improvement plans shall address existing deficiencies, including the intersections of Lemon Grove Avenue/Massachusetts Avenue and Lemon Grove Avenue/SR-94 ramps. A financial program shall be identified for each improvement program, and the improvement shall be included in the City's Capital Improvement Program. The construction phase shall be monitored to ensure conformance with policies and design standards.</p> <p>Construction of roadway-related improvements shall be monitored to ensure adequate traffic control for vehicular and pedestrian access, and minimal disruption to surrounding residents, schools, public facilities, and business owners. Coordinate these efforts with the contractor responsible for the improvements.</p> <p>A design scheme shall be selected for the City bus shelter program. Bus shelters at transit centers and major bus stops shall be encouraged. The proximity of bus stop locations to schools, public facilities and other community activity centers shall be reviewed on an on-going basis.</p> <p>The Bicycle Facilities Sub-Element shall be adopted as the City's Bikeway Plan. Funding shall be acquired in a timely manner.</p>

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way (ROW) is not sufficient to accommodate full improvement of the roadway, including bike lanes, to the adopted cross-sections:	The provision of additional bicycle lockers at trolley stations and park-and-ride lots and bike racks at local community facilities shall be promoted. The need to provide storage facilities in all new and redeveloping areas shall be considered.	
Broadway - College Ave. to Lemon Grove Ave.	The provision of sidewalks on City streets shall be consistent with the policies and objectives of the Mobility Element. An inventory of existing pedestrian facilities and deficiencies shall be conducted. Sidewalk improvements shall be recommended based upon available funding and locations of high pedestrian activity.	
Lemon Grove Avenue - Broadway to City limits	Alternatives to increasing the supply of parking in areas where parking would be eliminated shall be evaluated. This effort shall be coordinated with other programs in the General Plan Implementation Manual.	
Massachusetts Avenue - Broadway to Madera St.	Methods of improving access to and from SR-94 shall be examined. Methods of restructuring existing interchanges at College Avenue, Massachusetts Avenue, and Lemon Grove Avenue to provide more direct and convenient access to the City shall be coordinated with Caltrans. The signalization of the Massachusetts Avenue/SR-94 interchange shall be a priority.	
Buena Vista Avenue - Madera St. to Lemon Grove Ave.	A traffic operational study of the Lemon Grove Avenue/SR-94 intersection for the purpose of identifying traffic signal phasing improvements in conjunction with the Trolley crossing shall be conducted.	
Kempf Street - Broadway to north City limits	Additional directional signage to direct drivers to the off-street parking areas located to the rear of buildings in the Downtown Village shall be provided.	
Kempf Street - Golden Ave. to Lincoln St.	Implement the planned improvements for the Massachusetts Avenue/Lemon Grove Avenue intersection, as adopted by the City Council.	
Skyline Drive - Lincoln St. to Mt. Vernon Ave.		
Palm Avenue - Lemon Grove Ave. to Troy St.		
Canton Drive - Lemon Grove Ave. to Washington St.		
Troy Street - Palm St. to Sweetwater Rd.		
Cypress Avenue - Lemon Grove Ave. to Alton Dr.		
The construction of sidewalks along the following road segments will result in impacts to abutting properties, as existing public right-of-way (ROW) is not sufficient to accommodate improvement of the roadway, including sidewalks, to the adopted cross-sections:	The increase in traffic activity and lively mix of land uses in STA I will significantly impact the availability of parking. On-street parking is currently constrained in the Downtown Village. There are underutilized off-street parking areas to the rear of the commercial and retail facilities fronting Broadway.	A signal timing optimization and coordination study to improve traffic flows on Broadway and the adjacent cross-street intersections shall be conducted. Guidelines for Traffic Impact Reports shall be established. The City Engineer shall have the final determination regarding appropriate utilization

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<p>The increase in land use intensity in STA II will impact roadway performance on Massachusetts Avenue. The Massachusetts Avenue/Lemon Grove Avenue intersection will be significantly impacted by the increase the vehicular and pedestrian hazards at this location.</p> <p>The proposed land uses in STA III will significantly increase traffic volumes on Broadway.</p>	<p>of the techniques included in the Highway Capacity Manual for traffic impact analysis.</p>	SM
<p>Traffic volumes may significantly increase over existing volumes along Skyline Drive due to the change in development planned for STA VI. Jamacha Road, located under City of San Diego jurisdiction, will be impacted by the increase in traffic volumes. There may be potentially significant impacts to intersection operations in the vicinity of STA VI.</p>	<p>The additional population expected from buildup of the proposed Land Use Plan will require additional housing. Affordable housing will be required to accommodate low-income groups and comply with regional housing allocations.</p>	<p>The Lemon Grove Housing Element shall continue to be implemented and periodically updated to reflect population and development trends as required by state law.</p>
<p><b>Population/Housing (Section 4.3)</b></p>	<p><b>Public Facilities (Section 4.4)</b></p>	<p>The service standard of a six-minute response time shall continue to be used to determine the adequacy of emergency fire protection services.</p> <p>Fire Department staff shall be expanded and equipment upgraded as needed to maintain the service standard and ensure the safety of Fire Department staff and the public.</p>
<p>Due to the proposed expansion of the urban area and projected increase in population, it is expected that the demand for fire and police protection services will increase. As the demand for fire and police services increases, the response times to emergencies may decrease and could exceed departmental standards.</p> <p>Implementation of the proposed General Plan will result in a projected to total of 1,208 elementary, middle and high school students. The elementary, middle and high schools within the two school districts that serve Lemon Grove are currently very close to or have exceeded capacity. The increase in students will create an increased demand for schools in both the Lemon Grove School District and the Grossmont</p>	<p>Mutual aid agreements with the fire departments in the surrounding communities shall be continued.</p> <p>The service standard of five minutes for priority one calls and eight minutes</p>	SM

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**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<p>Union High School District and will contribute to the existing capacity problem.</p> <p>The projected increase in population will increase the demand for library services including the need for library space, staff, books and programs.</p>	<p>for priority two calls shall continue to be used to determine the adequacy of emergency law enforcement service. When renewing the service contract with the Sheriff's Department, the contracted staffing levels shall reflect local service standards, demographics and crime trends.</p> <p>School facility and service inadequacies shall be determined and appropriate strategies to remediate deficiencies shall be developed. Payment of school impact fees shall be required to reduce impacts to schools from new development.</p>	<p>Faulty water lines or capacity deficiencies shall be identified and construction of improvements shall be facilitated.</p>
<u>Utilities/Energy (Section 4.5)</u>	<p>The increase in residential development and the addition of the mixed-use designation will generate an increased demand on water supply. The capacity of various parts of the system may require enlargement to accommodate the increased service demand from new development.</p> <p>As infill development and redevelopment occur, the total volume of wastewater generated by the City will incrementally increase. Localized infrastructure improvements may be required to accommodate new development projects.</p> <p>Implementation of the proposed General Plan will incrementally add to the solid waste stream, thereby further decreasing the capacity and lifespan of landfills in the County.</p> <p>Additional development permitted by the proposed General Plan will increase electrical demand and will require additional supply. There will be a similar increase in demand for natural gas.</p>	<p>The Lemon Grove Library shall be adequately furnished with books, facilities, state-of-the-art information services and informed staff to reflect local demographics, interests and business needs. New development shall contribute to expanding library facilities to serve population growth.</p> <p>Developers shall be required to coordinate with the Helix Water District to:</p> <ol style="list-style-type: none"> <li>1) determine the increase in water service demand, and 2) identify the necessary infrastructure improvements and/or new facilities required for the specific project.</li> </ol> <p>The City shall participate in Helix Water District's long-range and master planning programs to ensure that the City's needs are fairly represented.</p> <p>The need to use water efficiently shall be encouraged and the community shall be educated about different ways to conserve water, including a combination of the following:</p> <ul style="list-style-type: none"> <li>Coordinate with Helix Water District to produce and distribute material promoting Water Conservation Month, and describing available water conservation programs provided by the district and San Diego County Water Authority.</li> </ul>

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
	<ul style="list-style-type: none"> <li>• Use the City newsletter to promote Water Conservation Month, identify water conservation strategies, and provide information about the limited availability of imported water.</li> <li>• Ask local nurseries to provide workshops on drought tolerant landscaping and water-efficient irrigation systems.</li> <li>• Coordinate with the Lemon Grove Chamber of Commerce to educate the business community about water conservation through coordination with the Lemon Grove Chamber of Commerce.</li> <li>• Coordinate special student education programs with Helix Water District and the Lemon Grove School District.</li> <li>• Study methods to improve water conservation efforts in City buildings, public parks and other landscaped public areas.</li> </ul>	
	<p>Literature on water conservation shall be provided at the City Hall, Lemon Grove Library, and Chamber of Commerce.</p>	
	<p>Drought tolerant landscaping, efficient irrigation systems, and ultra low-flow plumbing fixtures shall be required for all new development and rehabilitation projects, including public projects. All state Title 22 requirements related to water conservation are properly incorporated into new development.</p>	
	<p>Reclaimed water programs implemented by the Helix Water District and the City of San Diego Wastewater Department shall be monitored, and when reclaimed water becomes available for use in Lemon Grove, appropriate uses and necessary infrastructure shall be identified.</p>	
	<p>Damaged and deteriorated sewage lines shall be identified, and a long-range improvement plan shall be developed. Improvements shall be prioritized according to damage severity and potential public health hazards and incorporated into the City's Capital Improvement Plan.</p>	
	<p>Developers shall be required to coordinate with the Lemon Grove Sanitation District to determine: 1) the sewer service demand, and 2) the necessary infrastructure improvements and/or new facilities. Developers shall fund all improvements and then grant the new facilities to the District for operation.</p>	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<p>and maintenance. New and modified facilities shall be sized to reflect the development levels anticipated by the proposed General Plan.</p> <p>The Lemon Grove Sanitation District shall participate in long-range wastewater treatment planning programs and shall identify appropriate uses for reclaimed water.</p>		
	<p>Regular solid waste collection services shall be maintained by contracting with a suitable service provider. The provider's activities shall be monitored and service modifications shall be requested as necessary to serve the community's changing needs.</p>	
	<p>The Lemon Grove Source Reduction and Recycling Element shall continue to be implemented and shall be updated as necessary to respond to new conditions and state requirements. Annual monitoring reports shall be prepared and measures shall be evaluated to improve the effectiveness of programs.</p>	
	<p>Increase the public's awareness of recycling, reuse and source reduction in addition to the environmental and economic benefits of efficient solid waste management.</p>	
	<p>Explore solid waste disposal solutions that minimize environmental and economic impacts through participation in interjurisdictional efforts.</p>	
	<p>Developers shall be required to coordinate with the power provider(s) to identify service requirements and any necessary infrastructure improvements.</p>	
	<p>Literature about San Diego Gas and Electric (SDG&amp;E) energy conservation and retrofit programs shall be provided at City Hall and in the City newsletter.</p>	
	<p>New development projects, including public projects, shall incorporate the state Title 24 energy requirements and the following components to maximize energy efficiency:</p> <ul style="list-style-type: none"> <li>• Energy efficient lighting, heating and air conditioning equipment;</li> </ul>	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<u>Aesthetics/Light and Glare</u> (Section 4.6)	<ul style="list-style-type: none"> <li>• Structural design and landscaping that provides for natural cooling from shade;</li> <li>• Structural orientation to reduce solar radiation during the summer; and</li> <li>• Building, window and insulation materials that reduce the transfer of energy between the outside and inside of the structure.</li> </ul> <p>All new development projects shall be reviewed to determine if the projects will have adverse light and glare impacts, and design methods to avoid or reduce light and glare impacts shall be required.</p>	SM
Increased growth of the City has the potential to significantly impact the existing small-town community design and character of Lemon Grove. Potential adverse impacts include denser development patterns, large massive structures, non-traditional architecture, and increased roadway widths and parking areas.	New development, particularly in the northern commercial areas of the City, and roadway improvements have the potential to increase the use of night lighting, which could result in significant adverse impacts to surrounding residential neighborhoods. At a regional level, City growth would produce an incremental increase in urban light which affects light sensitive uses, such as Palomar Observatory.	SM
<u>Noise</u> (Section 4.7)	Standards established in the Noise Element shall guide future development. Existing and future noise levels of the project site shall be considered when evaluating noise compatibility. Measures to attenuate noise shall be required when needed to increase the compatibility of the proposed use with the noise environment.	SM
	Noise-sensitive uses that will experience noise levels in excess of acceptable thresholds include those adjacent and west of the planned SR-125, the area adjacent to SR-94, east of Massachusetts Avenue, and the area south of Broadway from Massachusetts Avenue to the SR-125 right-of-way. Areas impacts by the SR-125 are addressed in the Environmental Impact Statement/Environmental Impact Report prepared for the SR-125 freeway.	
	Future residential development shall be reviewed to assure compliance with the California Noise Insulation Standards. Noise studies shall be required for all proposed residential sites in close proximity to automotive traffic, rail or industrial development with baseline noise levels exceeding 60 dB(A) CNEL. Individual development projects shall be required to demonstrate that the interior noise level will equal 45 dB(A) or less.	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
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**Hydrology/Water Quality**  
**Section 4.8**

The quality of surface water tributaries will be incrementally affected by the increase in proposed development. Pollutants, such as grease, oil, detergents, pesticides and fertilizers will incrementally increase in the surface runoff over time. Grading and construction activities will also generate pollutants which could enter surface water. These non-point source pollutants will enter local tributaries and ultimately Chollas Creek and will incrementally decrease water quality.

Applicable requirements of the National Pollutant Discharge Elimination System (NPDES) shall be implemented, as follows:

- General Construction Activity Storm Water Permit - For construction activity involving soil disturbance of five or more acres, require the developer to obtain the NPDES General Construction Activity Storm Water Permit. Review documentation of compliance prior to issuing grading permits.
- Areawide Municipal Storm Water Permit - Continue participating in the areawide cooperative program to manage water quality in accordance with the requirements of this permit.

Each year, a campaign to educate the community about the importance of minimizing pollutants in runoff (non-point source pollutants) shall be conducted including all or a combination of the following components:

- Provide information in the City newsletter regarding sources of non-point source pollutants and ways to reduce such pollutants;
- Paint anti-pollution messages above storm drains in streets;
- In conjunction with the Lemon Grove School District, educate the local children about reducing runoff pollutants; and
- In conjunction with the Lemon Grove Chamber of Commerce, educate the business community about reducing runoff pollutants.

A plan to reduce non-point source pollutants from City grounds, particularly parks and storage yards, shall be developed and implemented. The City's actions to improve water quality shall be publicized to encourage similar actions by community residents and business owners.

**Air Quality (Section 4.9)**

Future development in Lemon Grove will result in short- and long-term impacts to air quality. Short-term impacts will be associated

SNM

A development pattern that allows people to use transit, walk or bicycle to activity centers shall be promoted. The Community Development and

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<p>with construction activities: 1) construction equipment emissions; 2) dust from grading and earthmoving operations; and 3) emissions from workers' vehicles traveling to and from the construction sites. Short-term air quality impacts will occur periodically throughout the implementation of the proposed General Plan. During redevelopment activity, demolition of older building structures could release dust into the air that are known to be toxic or carcinogenic, such as asbestos contained materials.</p> <p>Long-term air quality impacts are expected to result from three principal sources associated with the implementation of the proposed General Plan: 1) emissions from vehicles traveling to and from planned development sites; 2) onsite emissions resulting from the use of natural gas for space heating, cooking, and water heating; and 3) emissions from the combustion of fossil fuels at power plants to produce the electricity used at planned development sites.</p>	<p>Mobility Element policies for improved local and regional air quality and renewing community livability shall be implemented.</p> <p>Local roads shall be improved according to the Circulation Plan to maintain efficient traffic flow.</p> <p>The Bicycle Facilities Sub-Element of the Mobility Element shall be implemented to help improve regional air quality in addition to improving bicycle safety.</p>	<p>Local establishment of new businesses offering high-quality jobs shall be encouraged.</p> <p>Increased use of the park-and-ride lot at the SR-94 freeway and Lemon Grove Avenue shall be encouraged.</p>

Development proposals shall be reviewed for potential construction and operation impacts to air quality pursuant to the California Environmental Quality Act and the Regional Air Quality Strategy, and compliance with regional clean air planning objectives shall be evaluated. The use of available technology and land use and transportation planning techniques shall be required, as appropriate, including:

- Dust and vehicle emission control during construction;
- Incorporation of transit stops;
- Pedestrian and bicycle access and facilities, and linkage to other activity and transit centers;
- Traffic flow improvements; and/or
- Energy efficient equipment, site design and construction.

Asbestos shall be identified, and conformance with all applicable regulations for removal and containment of asbestos shall be required.

All commercial and industrial operations in the City shall obtain all appropriate permits from the San Diego Air Pollution Control District. Documentation of necessary permits shall be required prior to issuing business permits.

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
	<p>The effects of emissions from nearby transportation corridors shall be considered when reviewing development proposals for residential and mixed-use development. In cases where future residents will be impacted by elevated emission levels, design and engineering measures shall be required to avoid the potential impacts.</p>	
	<p>Participate in regional air quality planning and implement regional plans such as the Regional Air Quality Strategy and the Regional Growth Management Strategy in Lemon Grove.</p>	
	<p>Lemon Grove commuters shall be encouraged to utilize alternative transportation modes. Transit services shall be publicized including the location of transit centers and park-and-ride lots in the City newsletter and through major employers in the City. Transit information shall be provided at the Lemon Grove City Hall.</p>	SM
	<p>Continue to support and participate in regional transportation planning programs through SANDAG committee representation and planning coordination with adjacent jurisdictions.</p>	
	<p>An earthquake and preparedness program shall be prepared that consists of the following actions:</p> <ul style="list-style-type: none"> <li>• During the annual statewide earthquake preparedness month, educate the community about precautionary measures to take before an earthquake occurs, what to do during an earthquake to prevent injuries, and what to do after an earthquake to prevent fires and other hazards.</li> <li>• Disseminate information through the City newsletter and local schools, churches, civic organizations and the Lemon Grove Chamber of Commerce.</li> </ul>	
	<p>Hazardous geologic conditions in the City would be primarily related to seismic activity. The increased growth in the City will result in a proportionate increase in personal and property damage related to seismic activity. New construction could also be constrained by existing geologic conditions such as high shrink-swell potential in soil formations within the City and erosion. There is also the potential for slope failures.</p>	
	<p>Buildings, particularly structures constructed prior to current seismic standards, require reinforcement to minimize the potential for damage. Provide literature on earthquake preparedness and structural reinforcement at City Hall year round. During earthquake preparedness</p>	

**Geological Resources (Section 4.10)**

Hazardous geologic conditions in the City would be primarily related to seismic activity. The increased growth in the City will result in a proportionate increase in personal and property damage related to seismic activity. New construction could also be constrained by existing geologic conditions such as high shrink-swell potential in soil formations within the City and erosion. There is also the potential for slope failures.

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
	<p>month, co-sponsor educational workshops with local lumber and home improvement businesses to demonstrate reinforcement techniques for residential and commercial structures.</p> <ul style="list-style-type: none"> <li>• Survey all City-owned buildings for conformance to current seismic codes. If reinforcement is necessary, conduct press releases describing the improvement projects to provide community leadership.</li> </ul> <p>For existing structures, current building codes shall be enforced in order to reduce the potential for structural failure during an earthquake. Improvements shall be required where necessary to bring buildings up to code.</p>	
	<p>Through the environmental review process required by the California Environmental Quality Act (CEQA), an assessment of the potential geologic hazards associated with new development projects shall be required, and mitigation measures to reduce the risk to acceptable levels shall be identified. Hazards related to earthquakes, soils with shrink-swell potential and slopes shall be examined. Grading and landform alterations required for new development shall be examined for potential hazards, appropriate geotechnical engineering studies shall be required, and all engineering recommendations shall be properly implemented.</p>	
	<p>Slope failures shall be monitored and mapped, and property owners shall be assisted in planning remedial actions.</p>	SM
	<p><b><u>Biological Resources (Section 4.11)</u></b></p>	
	<p>Future development within the City could impact 0.7 acre of Diegan coastal sage scrub, 0.7 acre of disturbed wetland, and two sensitive plant species, the coast barrel cactus and the San Diego sunflower.</p>	
	<p>For future development within the City limits that would affect the 0.7 acre of coastal sage scrub or the 0.7 acre of disturbed wetlands, an impact assessment and appropriate mitigation shall be required in accordance with applicable local, State, and Federal policies and regulations related to the impacted biological resources. Impacts shall be avoided wherever possible, or off-site mitigation shall be implemented.</p>	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<u>Cultural Resources (Section 4.12)</u>	<p>Prehistoric resources could occur in the remaining undeveloped property within the City, and grading associated with implementation of the proposed General Plan could impact these resources.</p> <p>There is a potential for historic structures to be located within the City. The removal or alteration of existing structures could result in the loss of historic information. Future infill development could also impact sites adjacent to known historic structures. Demolition or modification of structures adjacent to known historic buildings could indirectly impact the integrity of the historic structure.</p>	<p>Under the supervision of a qualified historian and with the assistance of the Lemon Grove Historical Society, a comprehensive survey shall be conducted throughout the City to identify significant historic and architectural resources, which include buildings, sites, objects, structures and districts. The survey shall include evaluating the significance of each resource according to the National Register of Historic Places criteria and the California Environmental Quality Act Guidelines. Historic resources that are significant to the City's heritage shall also be identified based on carefully defined criteria.</p> <p>Based on the results of the City-wide Historic Survey, a Historic Sites List shall be developed. The list will include a register of locations, photographs and historically relevant information regarding each site, structure or feature recognized as historically sensitive or significant to the City's heritage. The Lemon Grove Historical Society and the community shall be involved in the development of the Historic Sites List. All property owners subject to the list shall be notified and provided an opportunity to comment prior to adoption of the list. Community efforts to register local historic sites shall be encouraged.</p> <p><b>REVISED TEXT:</b> See Section 11.0, Response to Comment 10</p> <p>A Historic Preservation Ordinance shall be adopted that incorporates the following requirements:</p> <ul style="list-style-type: none"> <li>Prohibit demolition of a structure or object on the Historic Sites List until the condition of the structure, rehabilitation cost and reuse potential have been evaluated, and preserving the structure is proven to be economically infeasible. If demolition is approved, mitigation shall include fully documenting the site with plans, photographs and an archaeological/architectural assessment, and/or moving the resource to a new location within the City.</li> <li>New development and physical improvements proposed adjacent to historic sites shall not conflict with the preservation of the historic site.</li> </ul>

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
All property owners subject to the ordinance shall be notified and provided an opportunity to comment prior to adoption of the ordinance.	For proposed new development or redevelopment projects, an impact assessment and mitigation according to the California Environmental Quality Act shall be required for prehistoric resources including a determination of the potential for the occurrence of significant resources. If it is determined that potentially significant resources could occur, an investigation shall be conducted to determine: 1) if resources are in fact present, and 2) the significance of the resource. If the proposed project will impact a significant cultural resource, mitigation in the form of research, recordation, data recovery and/or in-situ preservation shall be required prior to grading.	SM
<u>Paleontological Resources</u> (Section 4.13)	For proposed new development or redevelopment projects, an impact assessment and mitigation according to the California Environmental Quality Act shall be required for paleontological resources including a determination of the potential for the occurrence of significant resources. If it is determined that potentially significant resources could occur, an investigation shall be conducted to determine: 1) if resources are present, and 2) the significance of the resource. If the proposed project will impact a significant paleontological resource, mitigation in the form of research, recordation, data recovery and/or in-situ preservation shall be required prior to grading.	SM
<u>Parks and Recreation</u> (Section 4.14)	A Parks Master Plan shall be developed and implemented that addresses the following areas:	S-25

- A shortfall of parks and recreation facilities currently exists in the City. The additional population associated with implementation of the proposed General Plan will create additional demand for parks and recreational programs.
- Complete inventory of existing park and recreational facilities;
- Long-term maintenance of facilities and grounds;
- Landscape enhancements that contribute to improving the City's aesthetic character;

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
	<ul style="list-style-type: none"> <li>• Improvements and programs to prevent the occurrence of crime, vandalism, graffiti and public nuisances in parks;</li> <li>• Accessibility per the Americans with Disabilities Act;</li> <li>• Continued joint use of City and Lemon Grove School District facilities;</li> <li>• Improvements to existing parks to better meet the needs of the community, with consideration of local cultural diversity;</li> <li>• Equal geographic distribution of recreational facilities throughout Lemon Grove;</li> <li>• Parks and recreational facilities needed to meet the existing and future needs of the community, based on a park availability standard of 1.5 acres per 1,000 population; and</li> <li>• Funding strategies.</li> </ul>	
	<p>The joint use of City and Lemon Grove School District facilities shall be continued, and facility maintenance, vandalism and other concerns shall be addressed.</p>	
	<p>Areas in parks shall be provided for active youth and adult recreational activities, in addition to passive recreational areas. When identifying sites for active recreational facilities, consider potential noise impacts to adjacent areas.</p>	
	<p>Since no regional park exists within the City limits, participate in the planning for nearby regional parks to promote facilities that meet the needs of Lemon Grove residents.</p>	
	<p>Developers shall be required to dedicate land and/or pay fees for new projects in lieu of dedication for the acquisition and development of recreational facilities. An increase in the in-lieu fees shall be considered.</p>	
	<p>Diverse recreational programs reflecting the interests of local children, teens, adults and seniors shall be continued but modified as needed to reflect the evolving ethnic composition and interests of the City.</p>	
	<p>A Recreation Strategy Plan shall be developed to explore alternatives for expanding recreational options in the community. Strategies may include:</p>	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<u><b>Public Health and Safety</b></u> <u>(Section 4.15)</u> <ul style="list-style-type: none"> <li>• Co-sponsoring recreational programs, activities and events with local civic and artistic organizations and public agencies;</li> <li>• Using fund-raising techniques and volunteers to expand the scope of programs where appropriate and practical; and</li> <li>• Identifying opportunities for commercial recreational facilities and programs.</li> </ul>	<p>FEMA has mapped two flood hazard areas in the City of Lemon Grove. These areas include the area in the western portion of the City designated for industrial/warehouse use and an area in the southern portion of the City planned for inclusion in the SR-125 right-of-way. In the event of a heavy continuous rainstorm along Federal Boulevard, industries and businesses may be adversely affected because roadways and some buildings might be obstructed or damaged by flood waters. Areas impacted by the SR-125 are addressed in the Environmental Impact Statement/Environmental Impact Report prepared for the SR-125 freeway.</p> <p>The increase in development potential associated with the proposed General Plan will result in an increased potential for urban fires. An additional threat to public safety also exists from older structures within the City that are prone to fires because their systems and materials fail to meet current safety codes (e.g. heating systems, electrical systems and roofing materials).</p> <p>Implementation of the proposed General Plan will result in the development of new residential, commercial, and industrial uses, which will result in more household, commercial and industrial hazardous materials being used within the City. The transportation, storage and use of hazardous materials related to commercial use may increase in mixed-use areas.</p> <p>Implementation of the proposed General Plan will result in more residential and commercial development and an increase in population.</p>	<p>Infrastructure to prevent flooding and reduce the area subject to the 100-year flood area shall be identified, and a funding program to construct the improvements shall be developed. The improvements shall be coordinated with the City of San Diego.</p> <p>Participate in the National Flood Insurance Administration program administered by the Federal Emergency Management Administration.</p> <p>The Storm Drainage General Plan shall be updated to re-assess current drainage inadequacies, identify required improvements and funding sources, prioritize improvement projects and incorporate into the five-year Capital Improvement Program.</p> <p>Through the environmental review process required by the California Environmental Quality Act (CEQA), the potential drainage and flooding impacts from proposed development projects shall be assessed. Developers shall be required to construct the drainage infrastructure required to avoid flooding impacts on- and off-site and dedicate the new off-site facilities to the City for operation and maintenance.</p> <p>Community residents and businesses shall be educated about fire prevention and safety. Local children shall be taught about fire dangers and prevention. Water pressures throughout Lemon Grove shall be adequate for fire fighting purposes. Regular testing of the water pressure in hydrants shall be required.</p>

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
The number of vehicles and trolley commuters travelling into the City will also increase. Consequently, there is the potential for an increase in crimes against property and individuals.	Conformance to existing codes shall be encouraged by providing information about potential fire hazards in older buildings in the City newsletter and brochures in City Hall. Where code violations are identified, require the proper improvements.	
As development proceeds in the City according to the proposed General Plan, urbanized areas will expand, thereby intensifying the likelihood of an emergency or natural disaster.	For new development projects, conformance to the most current Uniform Fire Code adopted by the City and the appropriate use of fire safety equipment such as smoke detectors and alarms, automated sprinklers, and well-marked, accessible exits shall be required.	
	The Weed Control and Waste Matter Ordinance shall be implemented and updated as necessary to address new fire hazards.	
	The concentrations of hazardous materials in areas where people congregate, such as neighborhoods, schools and shopping areas shall be minimized and controlled.	
	The appropriate permits to handle, transport, use and dispose of hazardous materials shall be required by the regulatory agencies.	
	The Household Hazardous Waste Element shall be adopted and implemented.	
	In coordination with the County Hazardous Materials Management Division (HMMMD) and the Lemon Grove Fire Department, routes for the transport of hazardous materials shall be established. Enforce through the HMMMD permit process and request monitoring by the Fire Department and Sheriff's Department.	
	<p>The following actions shall be implemented:</p> <ul style="list-style-type: none"> <li>• When redevelopment proposals are submitted, review historic uses of the project site and assess the potential for possible hazardous materials contamination. Require the developer to obtain a Phase I Environmental Assessment if historic land uses could have resulted in site contamination. If a hazardous waste site exists, require clean-up prior to the commencement of construction.</li> </ul>	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
	<ul style="list-style-type: none"> <li>Each year the county Hazardous Materials Management Division (HMMD) informs the City about known hazardous waste sites. Monitor the HMMD list and help coordinate clean-up efforts between HMMD and property owners. Make sure to check the HMMD list when reviewing development proposals.</li> </ul>	
	<p>The County of San Diego's Hazardous Waste Management Plan shall be implemented locally and updated.</p>	
	<p>Positive community relationships shall be encouraged and community security improved by:</p> <ul style="list-style-type: none"> <li>Celebrating the community's diversity by establishing an annual ethnic fair and providing ethnic recreational programs;</li> <li>Ensuring equal representation on City committees and boards by local ethnic groups;</li> <li>Encouraging local civic organizations, schools, churches and Project Lemon Grove to develop programs promoting interaction between youth and seniors;</li> <li>Maximizing the use of volunteer patrols, such as the Retired Senior Volunteer Patrol (RSVP), neighborhood watch groups and business associations.</li> </ul>	
	<p>New development shall deter crime through the incorporation of defensible space concepts, sufficient lighting and visibility. Development proposals shall be reviewed by the Sheriff's Department, and measures to enhance public safety and prevent crime shall be recommended.</p>	
	<p>Gang involvement and vandalism, recreational, educational and prevention programs shall be implemented through the schools, civic organizations and the City Department of Parks and Recreation Department. Youth involvement in civic activities and organizations shall be encouraged.</p>	
	<p>The graffiti removal program shall be continued, and the landscaping of walls shall continue.</p>	

**TABLE S-1**  
**Significant Impacts and Proposed Mitigations**

Impact	Mitigation Measures	Level of Significance
<p>Reduce crime around the local trolley stations by coordinating with the Metropolitan Transportation Development Board. The aesthetic character and maintenance of the trolley tracks and stations shall be enhanced to increase the perception of prevalent law and order and deter potential criminals.</p> <p>When renewing the law enforcement contract with the County Sheriff's Department, high crime areas in Lemon Grove, probable causes, and a plan to reduce criminal activity shall be identified. The contract shall include staffing levels to address the high crime areas.</p> <p>The following programs shall be implemented:</p> <ul style="list-style-type: none"> <li>• Regularly update the Emergency Plan;</li> <li>• Educate residents and businesses about the Emergency Plan and evacuation routes; and</li> <li>• Periodically train City staff and other emergency response staff to effectively implement the Emergency Plan.</li> </ul>		

SM: Significant but Mitigable with proposed Mitigation  
 SNM: Significant and Not Mitigable

**TABLE S-2**  
**Significant Cumulative Impacts**

Environmental Issue	Cumulative Impact Analysis	Significance of Impact
Population/Housing	<p>Buildout in accordance with the proposed General Plan will add population to the County. In combination with other new development, the overall population of the County will increase. With this increase in population will come a concomitant demand for public services and roadway capacity. Depending on the location within the County, existing infrastructure may or may not be able to accommodate additional demand. Water, solid waste disposal and wastewater treatment capacity would be affected throughout much of the County due to the regional nature of these services. Cumulative effects on other services such as police, fire, schools and library service impacts would be more localized.</p>	SM
Utilities/Energy	<p>The proposed increase of population within Lemon Grove of 3,589 persons would represent approximately 0.3 percent of the total increase in population for the County projected by SANDAG through the year 2015. Representing such a small percentage of the overall population growth in the region, the cumulative impact of the population increase resulting from the proposed General Plan is not considered significant. Future housing stock within the City would increase by 1,220 units. This net increase in housing responds to the recommendation in Series 8 forecasts that additional housing will be needed in the region to accommodate projected growth.</p>	SM
Public Facilities	<p>Cumulative effects of growth resulting from this and other projects within the region would be mitigated through programs aimed at assuring that public services keep up with demand. Implementation of the goals and objectives of SANDAG's Regional Public Facilities Financing Plan would reduce regional cumulative impacts to these resources. Implementation of the mitigation measures identified in Sections 4.4 and 4.5 of this EIR would further assure that public facilities and utilities serving the City keep pace with demand.</p>	SM
	<p>Buildout under the proposed General Plan would combine with other buildout in the region to tax existing public service providers (e.g., police, fire protection, libraries, etc). However, the contribution of the proposed General Plan would be less than one percent. Thus, the cumulative impact is not considered significant. Furthermore, implementation of the mitigation measures identified in Section 4.4 would assure that public facilities serving the City will keep pace with demand.</p>	SM

**TABLE S-2**  
**Significant Cumulative Impacts**

Environmental Issue	Cumulative Impact Analysis	Significance of Impact
Air Quality	<p>As discussed in the Regional Air Quality Strategy (RAQS), the San Diego Air Basin, which includes Lemon Grove, currently exceeds certain state and federal air quality standards. All new development in the San Diego Air Basin compounds these problems by creating more emissions. New development within Lemon Grove would be no exception, creating short-term air emissions related to construction and long-term air emissions related primarily to increased vehicular use. The cumulative air quality impact is unavoidable due to the fact that air quality standards are already exceeded and resolution of the problem is outside the control of any one governmental agency. The proposed General Plan contains specific goals and objectives in the Land Use and Mobility Elements which would implement a number of air-quality control tactics specified in the RAQS. However, these goals and objectives would have no moderating effect on emissions related to new development within the rest of the County. Thus, the cumulative air quality impacts associated with development under the proposed General Plan cannot not be reduced to below a level of significance.</p>	SNM
Parks and Recreation	<p>As Lemon Grove and surrounding communities are built out, demand for parks and other recreation opportunities will increase. The availability of park land in the City is unable to meet current demand. Implementation of the proposed General Plan could combine with future development outside of the City, and place additional strain on regional parks. Section 4.14 and the General Plan Implementation Manual provides specific action items which would reduce this impact by increasing parks and recreation activities within the City as well as require the City to coordinate with agencies responsible for operating and maintaining nearby regional parks.</p>	SM
Public Health and Safety	<p>New development within the City of Lemon Grove combined with new development throughout the region would expose more people to public health and safety issues related to flooding, fire, hazardous materials, and crime. Impacts would be reduced through implementation of state and federal regulations related to flooding and hazardous materials. Adherence to minimum service standards for police and fire protection discussed in Section 4.4 would reduce potential impacts associated with development within the City of Lemon Grove, which in turn, would reduce the cumulative impact associated with the project. Adherence of new development, outside of the City, to state and federal public health and safety regulations as well as regulations and policies specified in the plans and policies of the governing jurisdiction would also serve to minimize the cumulative public health and safety impact.</p>	SM

NS: Not significant  
 SM: Significant but Mitigable with proposed mitigation  
 SNM: Significant and Not Mitigable

**TABLE S-3**  
**Comparison of Direct Environmental Effects of the Proposed Project**  
**with Project Alternatives**

Environmental Issue	No Development Alternative	Existing General Plan (No Project) Alternative	No Mixed-Use Alternative	Increased Density in East Central Avenue Planning Area
	S	S	R/E	MS
Land Use	S	S	R/E	MS
Transportation/Circulation	S	S	R/E	MS
Population/Housing	S	S	S	S
Public Facilities	R/E	S	S	S
Utilities/Energy	R/E	S	S	S
Aesthetics/Light and Glare	R/E	S	R/E	MS
Noise	R/E	R/E	R/E	S
Hydrology/Water Quality	R/E	S	S	S
Air Quality	R/E	S	S	S
Geological Resources	R/E	S	S	S
Biological Resources	R/E	S	S	S
Cultural Resources	R/E	S	R/E	S
Paleontological Resources	R/E	S	R/E	S
Parks and Recreation	S	S	S	S
Public Health and Safety	S	S	S	S

S: Alternative would result in Significant impacts, similar to the proposed General Plan.

MS: Alternative would result in More Significant impacts as compared to the proposed General Plan.

R/E: Alternative would Reduce or Eliminate the significant impacts associated with the proposed General Plan.

#### **4.1 No Development Alternative**

Under the No Development Alternative, no new development would occur in the City, and the proposed General Plan would not be adopted. The existing level of new development would be maintained in future years. Because no new residences would be constructed, the population would not substantially increase. No new civic facilities would be developed, and redevelopment of downtown and the other commercial areas would cease. Roadway improvements or bicycle facilities also would not be developed. In addition, no new sources of local jobs or tax revenue for City programs would be created.

#### **4.2 Existing General Plan Alternative (No Project)**

Under the existing General Plan Alternative, the City would continue to implement the existing General Plan adopted in 1980. The existing General Plan is described in Section 4.1. Major differences between the existing and proposed General Plans include:

- The existing General Plan permits substantially more multiple-family residential development in the Central Avenue neighborhoods;
- Redevelopment of the downtown village would occur without the strict architectural and design controls required by the proposed General Plan, and no plans for a civic center would be provided. There would be significantly less residential development, and fewer provisions for pedestrian and transit accessibility;
- The existing General Plan identifies general commercial rather than a mix of neighborhood commercial and multiple-family residential development within the Massachusetts Station STA;
- The Skyline Commercial Center STA would remain an institutional use;
- The most eastern portion of Broadway would be redeveloped almost completely with general commercial uses under the existing General Plan;
- The area south of Broadway, between Skyline Drive and Sweetwater Road, and the east side of Lemon Grove Avenue, around Mount Vernon Street, would retain their existing land uses rather than being redeveloped with multiple-family residential uses;
- The neighborhood commercial area on Skyline Drive, in the middle of the block, bounded by Dayton and Canton Drives, would not be redeveloped with single-family residences compatible with the surrounding area; and
- The City community centers would be designated as Parks/Recreational rather than Public/Institutional.

#### 4.3 No Mixed-use Alternative

The No Mixed-Use Alternative consists of a variation of the Land Use Plan in the proposed General Plan. This alternative and the proposed plan are exactly the same, except the mixed-use designations in the Downtown Village and Massachusetts Station STAs have been replaced with more restrictive land use designations. The Mixed-Use category in the Downtown Village STA is replaced with Retail Commercial, Medium/High Density Residential and General Business categories. In the Massachusetts Station STA, the Mixed-Use category is replaced with the Medium/High Density Residential category. This alternative could result in fewer dwelling units and residents as well as square feet of commercial, office industrial and institutional uses as compared to the proposed General Plan.

#### 4.4 Increased Density in East Central Avenue Planning Area

The Increased Density in East Central Avenue Planning Area Alternative also consists of a variation of the Land Use Plan in the proposed General Plan. This alternative and the proposed plan are exactly the same, except that a limited area north of Central Avenue is designated for medium density residential development rather than single-family residences. The medium density category permits the construction of apartments and condominiums. The area is generally bounded by Central Avenue, Olive Street and Buena Vista Avenue and extends about one-third of a block north of Church Street. This alternative could result in more dwelling units and residents as compared to the development potential under the proposed General Plan. The non-residential development potentially resulting from the alternative reflects the amount anticipated by the proposed General Plan.